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Clark-Shirley HOV/HOT Lane Proposal Implements I-95 Improvement Plans for the Fredericksburg-Spotsylvania Region

Long planned collector-distributor lanes will ease local traffic congestion

Lorton, VA --- Today, the Clark-Shirley Team presented its detailed proposal to address the growing congestion in the I-95/I-395 corridor from Spotsylvania County to Washington, D.C. to the Spotsylvania Board of Supervisors during its monthly work session. The Clark-Shirley solution, known as 95 Express, will greatly enhance mobility and safety in this important transportation corridor.

"We developed our solutions for south of Route 17 in Stafford County on the recommendations included in adopted long range transportation plans for the Fredericksburg area and various VDOT studies of HOV lanes. It was clear the greatest need is for a collector-distributor system and additional lanes connecting the Route 17 and Route 3 interchanges not HOV/HOT lanes which serve long-distance travelers" said Michael Post of the Clark-Shirley Team.

The 95 Express Team will also construct additional general purpose -- free -- lanes on I-95 southbound from Route 3 to Route 1 and northbound from Route 1 to Route 17. The need for these lanes is identified in the FAMPO unconstrained long range plan.

"The problem with congestion in the Fredericksburg area is not one caused by through traffic. In fact, more than 30,000 cars per day use I-95 merely to move among the Route 1, Route 3 and Route 17 exits," noted Post. "HOT lanes are not the solution to this region's transportation problems, and absent our proposal, these desperately needed improvements would not be built in the foreseeable future."

Other highlights of the 95 Express proposal include:

- Adding a third lane to the existing HOV network between Dumfries and Washington D.C.

- Extending the existing HOV network for 3 lanes to Garrisonville/Aquia and two lanes to Falmouth – all providing congestion relief for the commuters in Fredericksburg and Spotsylvania and Stafford Counties.
- No public funding as the project is 100% privately funded and does not use any programmed Virginia or Federal funds.
- Proposal includes construction of Phase 8 of the Springfield Interchange project (freeing up \$85 million previously allocated by VDOT) and significant investments in existing mass transit activities including \$30 million for the Virginia Railway Express to use to purchase more rail cars and \$30 million to add an additional 2,000 new park and ride spaces for commuters in the corridor.
- Extensive team experience including the most experienced HOT lane designers and operators in the United States.

The 95 Express solution continues the HOV-3 concept of allowing 3-passenger vehicles, buses and emergency vehicles to travel in the corridor free at all times. Low Occupancy Vehicles (LOVs) with fewer than three (3) passengers will have the option of using the HOV/HOT lanes by paying a toll based on time-of-day pricing. By adding additional lane capacity to the existing HOV network and actively managing prices, a free-flow experience for HOV users will be maintained and enforcement will be enhanced.

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